



Saint Paul Planning Commission

City Hall Conference Center Room 40

15 Kellogg Boulevard West

Steering Committee Meeting – 8:00 a.m., Room 41

Christopher B. Coleman,
Mayor

Agenda

June 18, 2010
8:30 – 11:00 a.m.

Saint Paul
Planning Commission

Chair
Kathi Donnelly-Cohen
First Vice Chair
Jon Commers
Second Vice Chair
Kristina Smitten
Secretary
Marilyn J. Porter

Brian Alton
Pat Connolly
Anthony Fernandez
Gene Gelgelu
Bree Halverson
Richard Kramer
Paula Merrigan
Gaius Nelson
Anthony Schertler
Robert Spaulding
Terri Thao
Jun-Li Wang
Daniel Ward II
Barbara A. Wenzel
David Wickiser
Roxanne Young

Planning Director
Donna Drummond

- I. **Approval of minutes of June 4, 2010**
- II. **Chair's Announcements**
- III. **Planning Director's Announcements**
- IV. **PUBLIC HEARING: Fitzgerald Park Precinct Plan Area Plan Summary** – Item from the Neighborhood Planning Committee. (*Lucy Thompson, 651/266-6578*)
- V. **Zoning Committee**

SITE PLAN REVIEW – List of current applications. (*Tom Beach, 651/266-9086*)

NEW BUSINESS

#10-412-243 Canadian Pacific Rail – Conditional Use Permit to construct a portion of a building below the regulatory flood protection elevation and variance to create a slope greater than 18%. 1000 Shop Road, East of Pigs Eye Road.
(*Josh Williams, 651/266-6659*)
- VI. **Saint Paul Sustainable Building Policy** – Presentation by Kurt Schultz, PED staff.
(*Kurt Schultz, 651/266-6590*)
- VII. **Comprehensive Planning Committee**
- VIII. **Neighborhood Planning Committee**
- IX. **Communications Committee**
- X. **Task Force Reports**
- XI. **Old Business**
- XII. **New Business**
- XIII. **Adjournment**

Planning Commission Members: PLEASE call Sonja Butler, 651/266-6573, if unable to attend.

**Saint Paul Planning Commission &
Heritage Preservation Commission**
MASTER MEETING CALENDAR

WEEK OF JUNE 14-18, 2010

Mon (14)

Tues (15)

4:00-5:30 p.m. Comprehensive Planning Committee
(Penelope Simison, 651/266-6554)

HAS BEEN CANCELED

Weds (16)

4:30-6:30 p.m. Hamline, Victoria & Western Station Area Planning
(Christina Morrison, 651/266-6546)

**Central Corridor
Resource Center**
1080 University Avenue W.

Discussion of Victoria Station Area Plan

Thurs (17)

Fri (18)

8:00 a.m. Planning Commission Steering Committee
(Donna Drummond, 651/266-6556)

Room 41 City Hall
Conference Center
15 Kellogg Blvd.

8:30-11:00 a.m. Planning Commission Meeting
(Donna Drummond, 651/266-6556)

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PUBLIC HEARING: Fitzgerald Park Precinct Plan Area Plan Summary – Item from the
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Zoning..... SITE PLAN REVIEW – List of current applications. (Tom Beach, 651/266-9086)

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building below the regulatory flood protection elevation and variance to create a slope
greater than 18%. 1000 Shop Road, East of Pigs Eye Road.
(Josh Williams, 651/266-6659)

Informational Presentation..... Saint Paul Sustainable Building Policy – Presentation by Kurt Schultz, PED staff.
(Kurt Schultz, 651/266-6590)

**Saint Paul Planning Commission
City Hall Conference Center
15 Kellogg Boulevard West**

Minutes June 4, 2010

A meeting of the Planning Commission of the City of Saint Paul was held Friday, June 4, 2010, at 8:30 a.m. in the Conference Center of City Hall.

Commissioners Mmes. Donnelly-Cohen, Halverson, Merrigan, Porter, Smitten, Thao, Wang, Wencil; and
Present: Messrs. Commers, Connolly, Fernandez, Gelgelu, Kramer, Nelson, Schertler, Spaulding, Ward, and Wickiser.
Commissioners Ms. *Young, and Mr. *Alton.
Absent: *Excused
Also Present: Donna Drummond, Planning Director; Lucy Thompson, Patricia James, Luis Pereira, Merritt Clapp-Smith, Sarah Zorn, Colleen O'Dell, Ryan Kelley, and Sonja Butler, Department of Planning and Economic Development staff.

I. Swearing in of a New Commissioner

New Planning Commission member Jun-Li Wang was sworn in by Shari Moore, City Clerk.

II. Approval of minutes May 21, 2010.

MOTION: *Commissioner Ward moved approval of the minutes of May 21, 2010. Commissioner Wencil seconded the motion. The motion carried unanimously on a voice vote.*

III. Chair's Announcements

Chair Donnelly-Cohen gave an update on the Transportation Committee. She announced the four members of the Planning Commission who will be on the Transportation Committee - Jun-Li Wang, Bree Halverson, David Wickiser, and Bob Spaulding. She will be prepared to announce the members from the public who will be appointed to the committee in the next week or so. They are still looking for applicants familiar with the trucking or rail industry and also a small business owner. Once these slots are filled she will be able to make an announcement.

Chair Donnelly-Cohen also announced that Commissioner Goodlow has given his resignation due to work commitments, so now there is a seat open on the Planning Commission. He is being replaced on the Zoning Committee by Commissioner Wickiser.

IV. Planning Director's Announcements

Donna Drummond, Planning Director, announced that she had sent an email to all of the

commissioners with an invitation from the Parks Department about a special event at the polar bear exhibit at Como Zoo. It sounds like this event is a networking event for people on various commissions for the City and various community organizations. The deadline to RSVP was Wednesday, June 2nd, but if you haven't and are still interested, they would probably still let you attend.

V. Zoning Committee

SITE PLAN REVIEW – A list of current applications. (*Tom Beach, 651/266-9086*)

One item to come before the Site Plan Review Committee on June 8, 2010. Como Park Swimming Pool at Horton and Lexington. Replace old outdoor swimming pool, rebuild parking lot and move entrance to Lexington.

NEW BUSINESS

#10-314-094 Yee Fang – Re-establishment of nonconforming use as a duplex. 924 Forest Street between Sims and York. (*Luis Pereira, 651/266-6591*)

Commissioner Thao asked about the process for re-establishing nonconforming uses as duplexes and why applicants are allowed to apply if they are not going to get them approved because the paperwork is wrong?

Luis Pereira, PED staff, explained that the denial was based on the first finding, that it is not reasonable to use the property for a conforming purpose (single family residential). The applicant submitted a report from his general contractor saying that the cost of repairs for the property was the same regardless whether it was a duplex or single family. That was further indication that the finding was not met. In regards to the residential use affidavit, that is more of a DSI process with vacant buildings. There is going to be a presentation from vacant building staff in DSI to the Zoning Committee soon to help staff and commissioners understand that process.

Commissioner Ward noted that DSI, and the vacant building program, keeps track of certain records and staff does not always know that there is an affidavit unless they are looking for it.

Patricia James, PED staff, explained her understanding that the purchaser is asked to sign the residential use affidavit prior to purchasing the property. Since it is possible that somebody signs it thinking that the conversion will be straightforward but later realizes that it is financially infeasible for them to convert the property to a single family home, we don't use the signing of the affidavit as a reason to reject the application. In addition, generally speaking, anyone with a property interest in a property has a right to make an application.

MOTION: *Commissioner Kramer moved the Zoning Committee's recommendation to deny the re-establishment of legal nonconforming use status. The motion carried unanimously on a voice vote.*

#10-320-786 Olga Zoltai – Establishment of legal nonconforming use as 8 residential units: 6 in main building, 2 in carriage house. 476 Summit Avenue, SW corner at Lawton. (*Merritt Clapp-Smith, 651/266-6547*)

Commissioner Ward asked about what type of enforcement or policing action the city has to make sure that in the seventh year one of the units gets decommissioned.

Commissioner Kramer said the proposed nonconforming use permit would only allow that maximum number of units for six years, so at that point the Planning Commission could revoke the nonconforming use permit. There are other methods of enforcement relative to the Certificate of Occupancy. If it doesn't have a valid nonconforming use permit, the Certificate of Occupancy could also be revoked.

Patricia James, PED staff, added that it would be an enforcement matter. There will be ongoing inspections and enforcement, including Certificate of Occupancy inspections, so when it is time for DSI make sure the deconversion is happening they will be able to check for building permits and do an on-site inspection.

Commissioner Merrigan questioned the hardship in this type of case as opposed to a variance. Finding 2.4 states that hardship would result if the use were discontinued, and the discussion is all about the economic impact. Is that a consideration because it is not in a variance?

Ms. James said that is one of the common findings in nonconforming use permits. The City has a process where something that was not legally created can establish itself as a legal nonconforming use and one of those findings could be economic circumstances. It's not by itself the only consideration, but it can be considered, unlike a variance.

MOTION: Commissioner Kramer moved the Zoning Committee's recommendation to approve the establishment of legal nonconforming use status subject to additional conditions. The motion carried 14-4 (Fernandez, Merrigan, Ward, Wickiser) on a voice vote.

#10-320-034 Renaissance Fireworks – Conditional use permit for outdoor seasonal sales of consumer fireworks. 1440 University Avenue West, west side between University and St. Anthony. (Patricia James, 651/266-6639)

MOTION: Commissioner Kramer moved the Zoning Committee's recommendation to approve the conditional use permit subject to additional conditions. The motion carried unanimously on a voice vote.

Commissioner Kramer announced the agenda for the next Zoning Committee meeting on Thursday, June 10, 2010.

VI. Update on Union Depot Design-Build Process – Presentation by Steve Morris, Ramsey County Regional Rail Authority, Transit Project Manager; Greg Huber, Mortenson Preconstruction Manager; Michael Bjornberg, HGA Architects, Historical Architect; Greg Brown, URA Sr. Engineer. (Lucy Thompson, 651/266-6578)

Lucy Thompson, PED staff thought that this would be a good time to provide and update on the Union Depot project. Union Depot is planned to be converted into a transit hub. Ramsey County Regional Rail Authority has been doing work for years on this project, but in the last several months there has been a lot of intensive work on Union Depot.

Steve Morris, Ramsey County Regional Rail Authority, said they went through a request for proposals process late last year and selected an excellent team of designers and constructors to take this project through to its fruition. The group is led by Mortenson Construction and Greg Huber is the design lead, who will talk about the project.

Greg Huber introduced the other leads on the project. Michael Bjornberg with the HGA, is leading the design and historic preservation work. Greg Brown, with URA, is doing the structure, investigation, evaluation, design and the transit integration to recreate the transit experience. They communicated the starting goals for the Union Depot design, which is to preserve and restore a historic Minnesota landmark to its original use as a multi-modal transportation hub for the Twin Cities. This is such a historic location going back to the 1880s with James J. Hill and the explosion of railroad development. Back in 1888 there were eight (8) million people that passed through the Union Depot location.

Steve Morris showed an aerial of how the facility operated back in the 1920s. In 1971 when Amtrak moved to the Midway, the postal service bought the facility and have used it until the current time to get mail into their sorting facility on the west side of Sibley. Starting several years ago the Regional Railroad Authority began working toward this project and have acquired about 33 acres of the old union depot property. Mr. Morris showed the layout, an overhead view with the planned Central Corridor light rail station to the front of the head house. He showed space for buses and future commuter rail, future high speed rail and other intercity passenger rail on the south side of Kellogg. He said that they are on a fast time line with this project.

Greg Huber said the project is currently on budget at the end of the design phase. The design development work will be completed in two weeks. There are several different alternatives and they will work with Ramsey County to determine over the next couple of months what the initial build is going to look like. They are establishing a guaranteed maximum price at the end of July and presenting to Ramsey County Board at the end of August. Mr. Huber said the bulk of the work will occur starting the winter of 2011. They are looking for a substantial completion at the end of September 2012.

Michael Bjornberg said that with historic preservation they understand this project is very important to Saint Paul. It is a very unique historic building and part of the RFP was to make sure they have sufficient historic expertise. They have partnered with a firm out of New York that has experience with historic preservation, probably one of the premier firms in transportation preservation. A historic structure report was completed, which assessed the condition of the building and the parking deck.

Greg Brown said that the old deck is 100 years old. The deck structure itself isn't in bad shape, but the foundation system is in poor condition in a number of areas. So the program to reconstruct the depot will involve a lot of reconstruction of that deck. This will be primarily in the areas that the trains will be running in the future. They have a good assessment of the condition and they are moving forward with the most efficient way to get what they need done to serve the modes without over extending their budget.

Commissioner Spaulding had concern that the plan for the depot fundamentally changes the connection and the flow from the depot to the larger Lowertown community. The depot right now is entered and exited through the head house. The proposal leaves that open but because of

the fact that light rail seals off the entrance to the depot, the main entrance will be shifted down to Kellogg Boulevard, which has a more utilitarian streetscape. Commissioner Spaulding wishes they could have come to a different arrangement. He wanted to know what the impact will be on how the head house will be utilized and how many people will use it to access the depot versus the entrance below.

Steve Morris said it is driven less by the State Historic Preservation Office and more by the decision to put the Central Corridor LRT station in front of the depot. That station has to accommodate trains of up to three cars in length with one car being 94 feet long. With the station there driveway is available anymore for vehicle access. That is a physical constraint driven by that decision.

Commissioner Connolly asked what percentage of the total financing if any is born directly by Ramsey County residents and at this stage what kind of contingency is being carried?

Mr. Morris said the Regional Rail Authority used a combination of federal, state and Rail Authority money to purchase the property. They have about \$40 million invested in that; they have about \$83 million in various federal funds. It will depend on how the budget works out in the next few weeks. The Rail Authority has the ability to complete the project at the current levy.

Commissioner Connolly asked what contingency is being carried right now at this stage of the project.

Mr. Morris said roughly twenty percent.

Commissioner Porter wanted to know how the disadvantaged business enterprise goal is being satisfied to date or how it will be satisfied moving forward.

Mr. Morris said they are working with a lot of different people, because some of the federal funding is flowing through MNDot. They are funding the design work with Rail Authority money. For the federally funded projects they will be going through the typical MNDot and Met Council Disadvantaged Business Enterprise Program.

VII. Comprehensive Planning Committee

Central Corridor/Traditional Neighborhood Zoning Study – Preview of preliminary staff recommendations and beginning of informal public input process. (*Donna Drummond, 651/266-6556, and Sarah Zorn, 651/266-6570*)

Donna Drummond, Planning Director, talked about what the primary study purpose, which is to ensure zoning along the Central Corridor will help facilitate the kind of development envisioned in the *Central Corridor Development Strategy* (CCDS) and station area plans. The CCDS identified an “area of change” where redevelopment will be directed. A total of eleven station area plans have almost complete, with Hamline, Western, and Victoria the last three that will be done for Central Corridor. Ms. Drummond talked about the secondary study purpose which is to look at the traditional neighborhood zoning districts and see what tweaks could be made to the TN districts to make them function better. Using a powerpoint presentation, Ms. Drummond showed a map of the existing TN zoning districts in Saint Paul. Since 2004, 49 variance applications and 12 applications to vary TN design standards have been made. The history of

variance is helping inform the study to consider what regulations need tweaking. She said the study is being done in two phases. The first phase is looking at the changes to the zoning regulations and the second step is to look at individual property rezonings along the Central Corridor. The hope is to have this first phase wrapped up close to the end of the year and the second phase of the property rezonings in April of 2011.

Ms. Drummond said the question has come up why the Capitol area or downtown are not included. The Capitol area is regulated by the Capitol Area Architecture and Planning Board. The city does not have zoning control in that area. The downtown zoning districts (B4 & B5) already allow the types of development envisioned in the Development Strategy and station area plan. No changes are proposed for that.

The Central Corridor Overlay district was approved April 2008, and was put in place as temporary requirements until Central Corridor development planning and more detailed zoning study could be completed. The Overlay District will expire June 11, 2011.

Sarah Zorn, PED staff, highlighted some of the key requirements and compared them to the existing overlay and what is being proposed for some of the new requirements. Beginning with the building heights, currently the overlay district requires a two story minimum. What is being proposed in the TN2 zone is to not have a minimum height requirement and in the TN3 and the new proposed TN4 zone there would be a minimum height of 25 feet. For Floor Area Ratio (FAR) the existing overlay requires a minimum 1.0 FAR in LRT station areas; 0.5 FAR outside station areas. What is proposed in TN2 is an FAR requirement of 0.5 at LRT station areas, 0.3 elsewhere in the city. In TN3 & TN4 the proposal is for a minimum 1.0 FAR in LRT station areas on sites over 25,000 sq. ft.; and 0.5 FAR for sites under 25,000 sq. ft. or outside station areas. For parking requirements, the proposal is to use the reduced standards for off-street parking that the parking code study is proposing citywide.

Ms. Zorn talked about the permitted uses. Currently the overlay prohibits new auto-oriented uses. The proposal is to add auto service stations as conditional uses in TN2. All new auto uses would be prohibited in TN4. The study is also considering inclusionary zoning requirements and the staff will look for some feedback and comments on that. We are trying to look for ways to be creative and get the affordable housing that is desired with the understanding that density incentives don't necessarily work in our market.

Commissioner Merrigan was surprised about the reduction in the FAR requirement. Most developers ask to increase the FAR to increase their density. She asked what was the thinking on that?

Ms. Drummond said that they looked at the experience that they have had since 2004 with the TN requirements and they noted that they have had a number of commercial developments that could not meet the 0.5 FAR. So the proposed requirement for FAR may be more in keeping with what the market is able to produce.

Commissioner Connolly commented regarding inclusionary zoning, saying that as a developer of affordable housing he would recommend that the percentage of units that would be required in inclusionary zoning be small enough that they could be funded without using low income housing tax credits.

Commissioner Schertler asked about the "area of change". In his work with the Center for Transit Oriented Development and the Central Corridor Funders Collaborative they have been talking about the area of change. How was it defined, and were there criteria for defining it?

Ms. Drummond said that the area of change was defined as part of the development strategy and station area planning public process. There were a lot of concerns by the neighborhoods along Central Corridor, especially where there is commercial on University and low density residential across the alley. What is this LRT going to mean for our neighborhoods? And the message was loud and clear that the City should draw a line at the alley and focus the reinvestment on the commercial areas along the corridor. In some places the area of change bulges out like in the Midway shopping area between Lexington and Snelling all the way down to I-94. There is plenty of potential development capacity there, but for the more fine grained areas along the corridor where there are low density residential neighborhoods the adopted plans say this is the line and people need to figure out new development types that will fit on that half block of commercial that is there. The City's consultants for Central Corridor, Urban Strategies, said based on their experiences around the country there are modern development types that can fit on those half-depth block sites.

VIII. Neighborhood Planning Committee

Commissioner Wencil had no report.

IX. Communications Committee

Commissioner Smitten had no report.

X. Task Force Reports

Commissioner Smitten gave an update on the Smith Avenue Task Force. This task force meets the second Tuesday of every month and the next meeting is Tuesday, June 8, 2010 at 6:00 p.m. They are really starting now to dig into the specifics of activities along Smith Avenue and recommendations that may come out of that. Next Tuesday, June 8th the discussion is on transportation along Smith Avenue.

X. Old Business

None.

XI. New Business

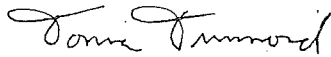
None.

XII. Adjournment

Meeting adjourned at 10:30 a.m.

Recorded by
Laura Eckert and Chriscell Bedard
and prepared by
Sonja Butler, Planning Commission Secretary
Planning and Economic Development Department,
City of Saint Paul

Respectfully submitted,



Donna Drummond
Planning Director

Approved _____
(Date)

Marilyn Porter
Secretary of the Planning Commission

Butler\planning commission\minutes\June 4, 2010



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

COMMERCE BUILDING
8 Fourth St. E, Suite 200
Saint Paul, Minnesota 55101-1024

Telephone: 651-266-9090
Facsimile: 651-266-9124
Web: www.stpaul.gov/dsi

REVISED AGENDA SITE PLAN REVIEW COMMITTEE

TUESDAY, JUNE 15, 2009

2nd Floor Conference Room
375 Jackson Street, Suite 218

<u>Time</u>	<u>Project Name and Location</u>
9:30	CP Rail Office Building 1000 Shop Road New two-story 20,000 SF addition to existing crew office building with parking
10:30	Como Park Swimming Pool (Preliminary meeting) Horton and Lexington Replace old outdoor swimming pool, rebuild parking lot and move entrance to Lexington.

To Applicants:

You should plan to attend this meeting.

At this meeting you will have a chance to discuss the site plan for your project with Saint Paul's Site Plan Review Committee. The Committee is made up of City staff from Zoning, Traffic, Sewers, Water, Public Works, Fire, and Parks. You are encouraged to bring your engineer, architect, or contractor with you to handle any technical questions raised by city staff.

The purpose of this meeting is to simplify the review process by letting the applicant meet with staff from a number of departments at one time. Staff will make comments and ask questions based on their review of the plans. By the end of the meeting you will know if the site plan can be approved as submitted or if revisions will be required. Staff will take minutes at the meeting and send you a copy.

DSI is in a new location

We are in our new offices at 375 Jackson Street, Suite 220. The Site Plan meetings will be held in the second floor conference room 218.

Parking

Parking is available at on-street meters.

Some off-street parking spaces are available in our visitor parking lot off of 6th Street at Jackson.

To see a map of additional nearby parking ramps go to
<http://www.ci.stpaul.mn.us/depts/dsi/liep/info/location.html>

If you have any questions, please call Mary Montgomery at 651-266-9088.



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

COMMERCE BUILDING
8 Fourth St. E, Suite 200
Saint Paul, Minnesota 55101-1024

Telephone: 651-266-9090
Facsimile: 651-266-9124
Web: www.stpaul.gov/dsi

Revised
SITE PLAN REVIEW COMMITTEE

TUESDAY, JUNE 22, 2009

**2nd Floor Conference Room
375 Jackson Street, Suite 218**

<u>Time</u>	<u>Project Name and Location</u>
9:30	Wilder Adult Daycare Building addition and parking 650 Marshall Ave
10:15	Midwest Special Services Inc Parking lot addition 900 Ocean St

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If you have any questions, please call Mary Montgomery at 651-266-9088.



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 651-266-6565
Facsimile: 651-228-3261

DATE: June 9, 2010
TO: Planning Commission
FROM: Lucy Thompson, Principal City Planner
SUBJECT: Proposed Amendments to *Fitzgerald Park Precinct Plan Area Plan Summary*

PLANNING COMMISSION PUBLIC HEARING

On June 18, 2010, the Planning Commission will hold a public hearing on proposed amendments to the *Fitzgerald Park Precinct Plan Area Plan Summary*. The purpose of the amendments is to address the issues and opportunities presented by the Central Corridor Light Rail Transit (LRT) line running down Cedar Street through the center of the neighborhood and the siting of an LRT station at 10th/Cedar. The CapitolRiver Council (District 17) recommends adoption of the amendments. Since the Planning Commission released the proposed amendments on May 7, 2010, staff has received no comments either opposed or in favor.

BACKGROUND

In August 2006, at the recommendation of the Saint Paul Planning Commission, the City Council adopted the *Fitzgerald Park Precinct Plan Area Plan Summary* as part of the Comprehensive Plan. The *Fitzgerald Park Precinct Plan Area Plan Summary* addresses that portion of downtown lying between 7th Street, I-94, Wabasha and Jackson.

Since that time, the alignment of Central Corridor LRT and location of LRT stations have been finalized. An LRT station will be located at 10th/Cedar in the center of the Fitzgerald Park neighborhood. Rather than prepare a separate station area plan for the 10th/Cedar station, City and Saint Paul on the Mississippi Design Center staff have been working with the CapitolRiver Council and other stakeholders to prepare appropriate amendments to the *Fitzgerald Park Precinct Plan* and *Area Plan Summary* that reflect the issues and opportunities presented by LRT serving the neighborhood.

PROPOSED AMENDMENTS TO ADDRESS LRT AND THE 10TH/CEDAR STATION

The proposed precinct plan text and graphics amendments are attached for your review. Three key new ideas are represented in the proposed amendments:

1. The strengthening of 10th Street as both a "park street" and key pedestrian/bicycle connection to the LRT station.
2. The concept of an "urban room" at the LRT station – a high-quality public space capable of integrating the needs of a wide range of users (pedestrians, cyclists, transit and cars) and acting fully as a gateway into both the precinct and downtown.

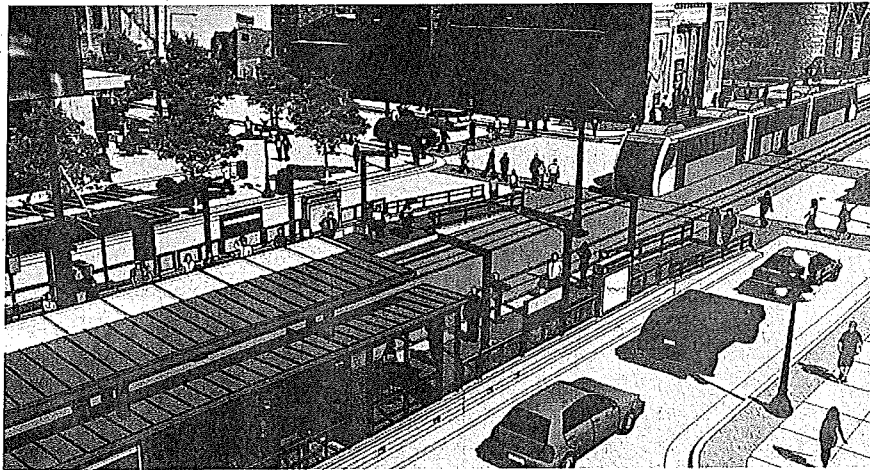
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3. The concept of a "Mobility Enhancement Area," where streetscape enhancements, wayfinding and increased landscaping will facilitate the flow of pedestrians and cyclists to and from LRT, improve the appearance of this important gateway to downtown, and elevate the experience of using transit.

Commissioners received the original *Fitzgerald Park Precinct Plan*, as well as the *Fitzgerald Park Precinct Plan Area Plan Summary* in April when you approved releasing the amendments for public review. Attached again for your review are the proposed changes to the *Fitzgerald Park Precinct Plan*, which would then be incorporated into the *Area Plan Summary*. If you do not still have your copy of the original precinct plan and area plan summary, please call me (651.266.6578) and I'll get one to you.

Attachment

**PROPOSED CHANGES
TO FITZGERALD PARK PRECINCT PLAN
RELATED TO 10TH/CEDAR LRT STATION**



**Prepared by
The Saint Paul on the Mississippi Design Center**

**For the
City of Saint Paul Planning Commission
CapitolRiver Council**

April 2010

This handout recommends changes to the Fitzgerald Park Precinct Plan resulting from construction of the Central Corridor LRT through the neighborhood. They have been prepared with input by the Capitol River Council, Long Range Planning Committee, and include text changes, new graphics and changes to existing graphics.

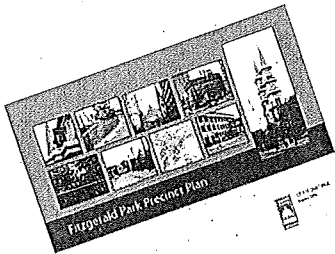
TEXT CHANGES

Add as last paragraph to **Section II. The Neighborhood Today** (page 5)

In 2008, the Metropolitan Council selected Cedar and 4th streets as the alignment for the Central Corridor light rail transit (LRT) line through downtown Saint Paul. Downtown stations will be at 10th/Cedar, 4th/Cedar and Union Depot. The nearly \$1 billion investment in transit for Central Corridor presents significant opportunities to improve the pedestrian realm, intensify land use, achieve economic development and neighborhood revitalization goals, and improve livability. During the LRT planning and engineering process, the *Fitzgerald Park Precinct Plan* was used to guide decisions regarding streetscape and station design in the neighborhood. Once it was certain that the LRT project was proceeding and that a station would be located at 10th/Cedar, the community was re-engaged to determine what, if any, amendments should be made to the precinct plan to recognize and take full advantage of the impact of LRT on the neighborhood.

Add as last paragraph to **Section III. Planning Precedents** (page 7)

Since adoption of the *Fitzgerald Park Precinct Plan* in 2006, significant planning and engineering work has been done to make the Central Corridor light rail transit project a reality. In October 2007, the Saint Paul City Council adopted the *Central Corridor Development Strategy (CCDS)* as a chapter of the Saint Paul Comprehensive Plan. It is the guiding framework for how the City will take best advantage of the \$1 billion investment in LRT to revitalize adjacent neighborhoods, enhance the public realm, improve mobility, broaden the mix of uses within walking distance of one another, and establish Saint Paul as a leader in sustainable community design. The CCDS provides objectives and strategies in the areas of mobility, land use, built form and public realm. For the Fitzgerald Park Precinct, the CCDS recommends integrating LRT with the neighborhood through an expansion of the network of "park streets," creating and improving open spaces, opening up the ground level of buildings so that they relate to the pedestrian, rebalancing streets to be truly multi-modal, and maximizing the redevelopment of vacant or underutilized parcels along the LRT corridor. Many of these themes and strategies were part of the original *Fitzgerald Park Precinct Plan* adopted in 2006, but they have been emphasized in the amendments approved in 2010.



The Fitzgerald Park Precinct Plan was adopted in August 2006.

Add as last paragraph to **Section IV. Fitzgerald Park Planning Process** (page 10)

In 2010, CapitolRiver Council convened its Long Range Planning Committee to work with staff from the Saint Paul on the Mississippi Design Center and Department of Planning and Economic Development to review the *Fitzgerald Park Precinct Plan* in light of the certainty of LRT coming through the neighborhood and a station at 10th/Cedar, and to determine if any changes should be made to the precinct plan to reflect the presence of LRT. The committee recommended amendments to the plan to the CapitolRiver Council board in April 2010, which then sent them on to the Planning Commission. The Planning Commission held a public hearing on the proposed amendments in June 2010, and forwarded its recommendations to the Mayor and City Council. The City Council adopted the amendments in July 2010.

Insert the following **new strategies/language**:

Land Use (page 15)

6. c. Active at-grade uses should be encouraged throughout the precinct, but especially at key redevelopment sites (such as the Penfield and Public Health block) that have the greatest potential to capitalize on the traffic generated by LRT and to support a more vibrant streetscape adjacent to the LRT station.

Movement (page 23)

9. Ninth and 10th streets should be strengthened as east-west connections between LRT and the precinct with pedestrian amenities (lighting, landscaping, etc.), signage and active at-grade uses. The pedestrian loop should be expanded to include 10th Street.

Public Realm (page 25-26)

3. Ninth, 10th, Cedar between MPR and Exchange, Exchange and St. Peter streets should be redesigned as "park streets."
13. A Mobility Enhancement Area should be created adjacent to the 10th/Cedar LRT station. As with the other Mobility Enhancement Areas along the Central Corridor line, the intent is to prioritize the movement of pedestrians and cyclists to and from LRT, increase a sense of personal safety, and facilitate transfers between different transport modes. The Mobility Enhancement Area should be designed with an enhanced streetscape, wayfinding, arts and cultural expression, and a landscaping strategy that integrates pedestrians, cyclists, buses and LRT, and generally improves the experience of using transit.

14. Public realm improvements should be designed to create an “urban room” at the 10th/Cedar LRT station. This urban room should be a high-quality public space capable of integrating the needs of a wide range of users and accommodating pedestrians, cyclists, transit and cars. This will also improve the visibility of Cedar Street as a gateway to both the precinct and downtown.

NEW GRAPHICS

Three new graphics will accompany the text changes and illustrate the impact of LRT in the neighborhood:

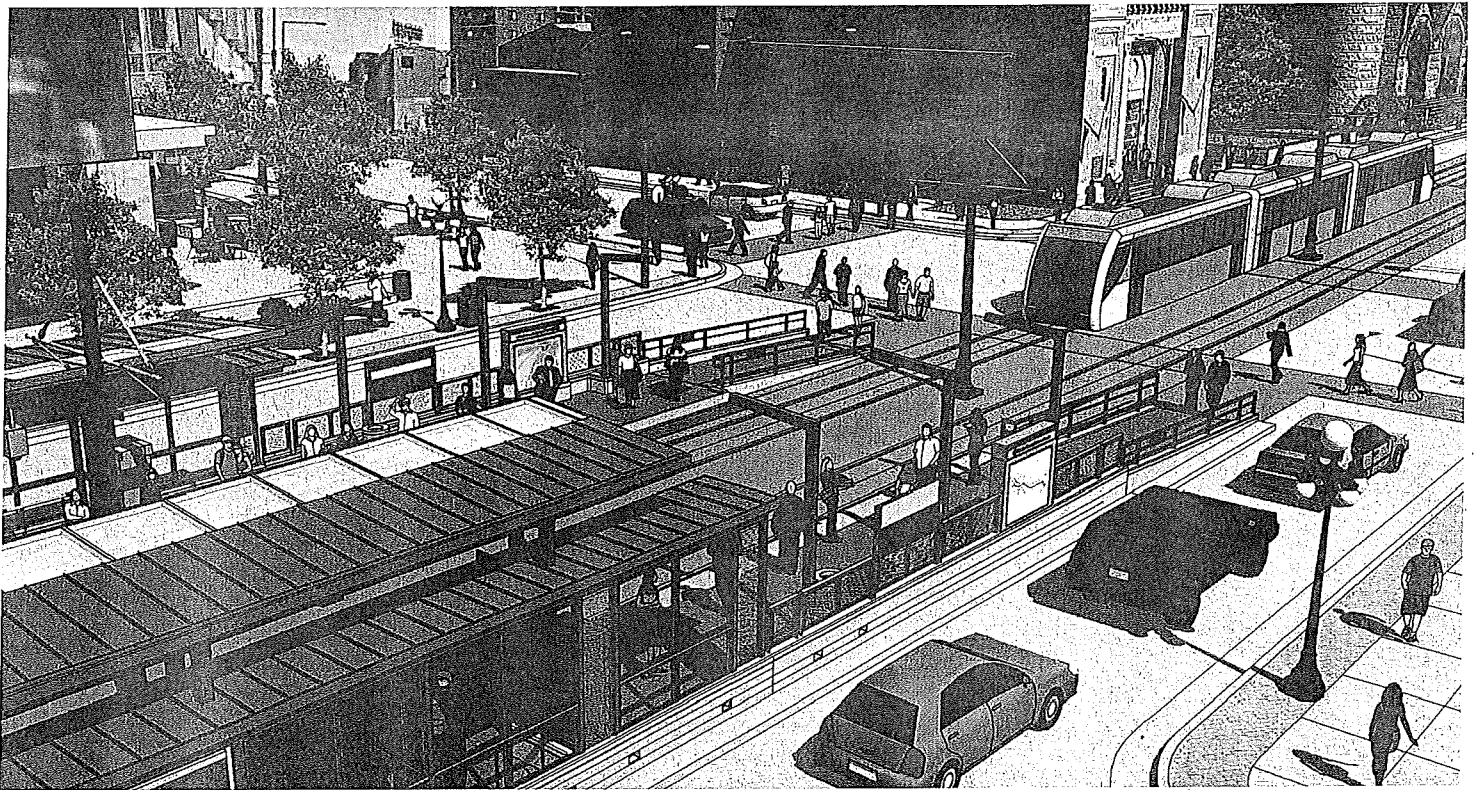


Figure 1. The station area at 10th/Cedar is designed as an “urban room,” a high-quality public space where pedestrians, cyclists, transit and cars interact.

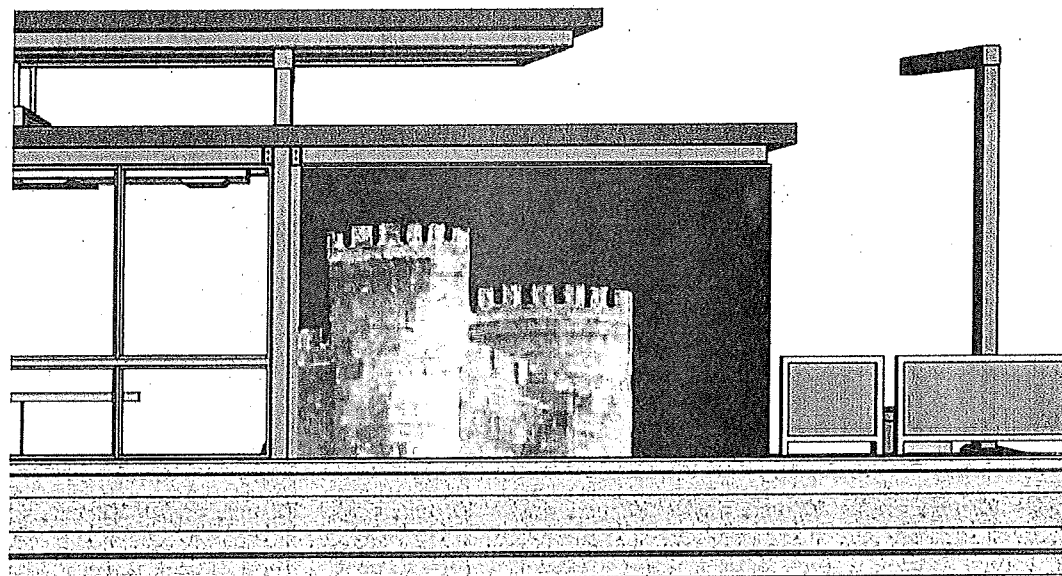


Figure 2. The 10th/Cedar station will feature glass and stone mosaic murals of past ice palaces by Minneapolis artist Janet Lofquist.

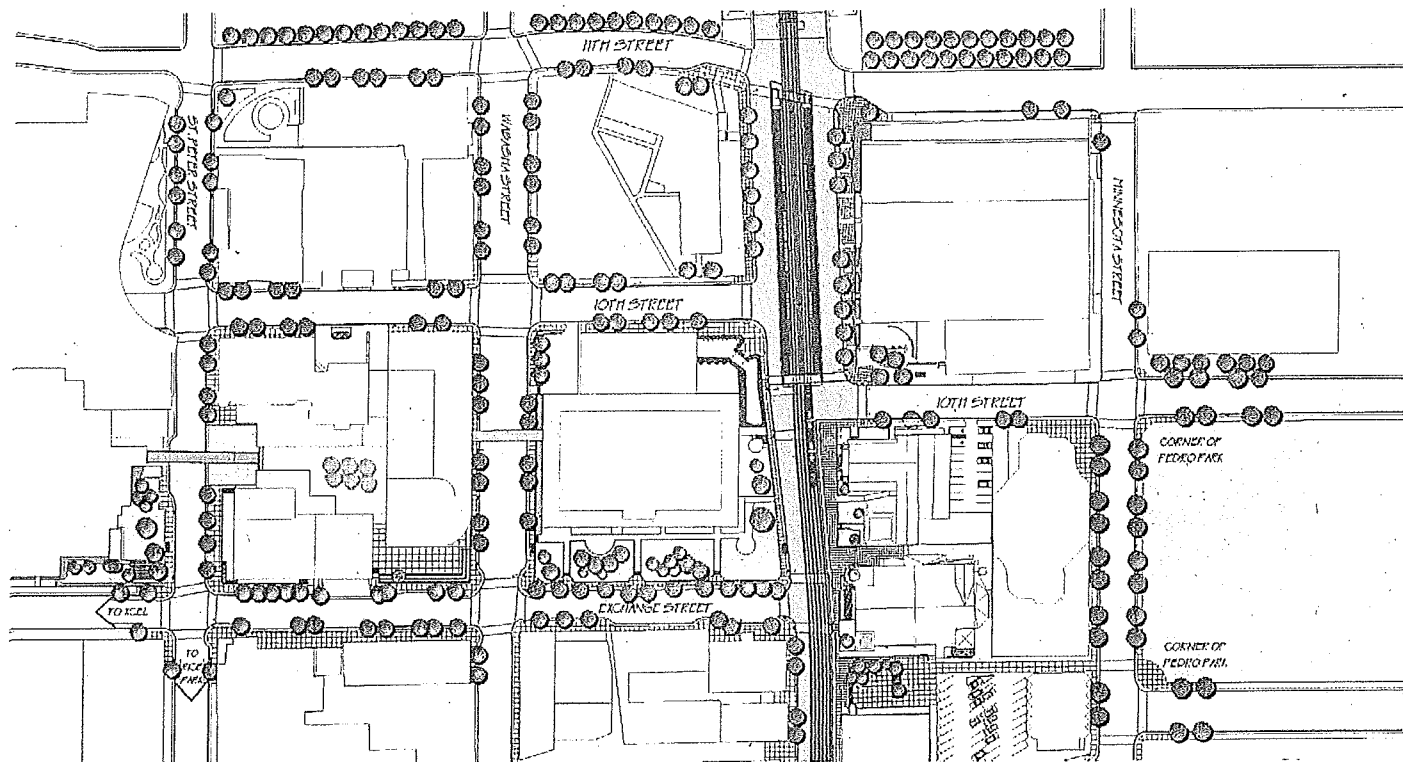
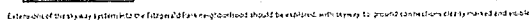
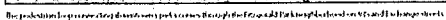
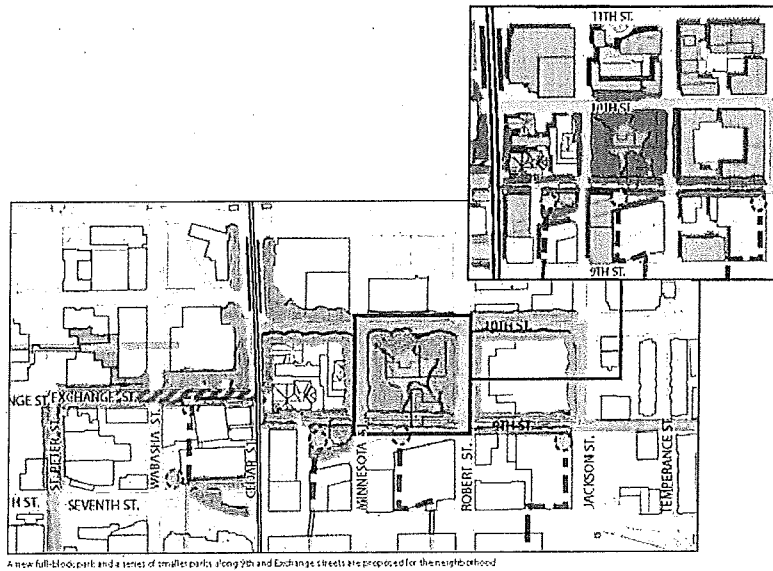


Figure 3. Within the 10th/Cedar Mobility Enhancement Area, streetscape enhancements, wayfinding and increased landscaping will facilitate the flow of pedestrians and cyclists to and from LRT, improve the appearance of this important gateway to downtown, and elevate the experience of using transit.

Existing graphics on pages 12, 13, 20, 22 and 24 should be revised to show the LRT station and the addition of 10th street as a Park Street.





Paul Mandell, Chair
Chris Beckstrom
Bob Spaulding
Mark Karason
Larry Englund
Betty Herbert
Jim Miller
Bud Kleppe
Andrew Schlack
Lucy Thompson, City of Saint Paul
Tim Griffin, Design Center
Katie Sabaka, Staff



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 651-266-6700
Facsimile: 651-228-3220

DATE: June 11, 2010
TO: Planning Commission
FROM: Zoning Committee
SUBJECT: Results of June 10, 2010 Zoning Committee Hearing

NEW BUSINESS

1. Canadian Pacific Rail (10-412-243)

Conditional Use Permit to construct a portion of a building below the regulatory flood protection elevation and variance to create a slope greater than 18%

Address: 1000 Shop Road
East of Pigs Eye Road

District Comment: District 1 recommended denial

Support: 0 people spoke, 0 letters

Opposition: 1 person spoke, 1 letter

Hearing: Hearing is closed

Motion: Approval with conditions

	<u>Staff</u>	<u>Recommendation</u> <u>Committee</u>
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Approval with
conditions

Approval with
conditions
(6 - 1)
(Wenci)

**AGENDA
ZONING COMMITTEE
OF THE SAINT PAUL PLANNING COMMISSION
Thursday, June 10, 2010 3:30 P.M.
City Council Chambers
Third Floor City Hall - Saint Paul, Minnesota**

NOTE: The order in which the items appear on this agenda is not necessarily the order in which they will be heard at the meeting. The Zoning Committee will determine the order of the agenda at the beginning of its meeting.

APPROVAL OF May 27, 2010, ZONING COMMITTEE MINUTES

SITE PLAN REVIEW – List of current applications (Tom Beach, 651-266-9086)

OLD BUSINESS

- 1 10-307-305 Petro Plus Twin Cities WITHDRAWN BY APPLICANT**
Conditional Use Permit for auto specialty store
414 7th St W, SE corner at McBoal
B2
Emily Goodman 651-266-6551

NEW BUSINESS

- 2 10-412-243 Canadian Pacific Rail**
Conditional Use Permit to construct a portion of a building below the regulatory flood protection elevation and variance to create a slope greater than 18%
1000 Shop Road, East of Pigs Eye Road
I2
Josh Williams 651-266-6659

DISCUSSION

- 3 Information from the Department of Safety and Inspections on the vacant building program and residential use affidavits**
Reid Soley, DSI

ADJOURNMENT

ZONING COMMITTEE MEMBERS: Call Allan Torstenson at 266-6579 or Samantha Langer at 266-6550 if you are unable to attend the meeting.

APPLICANT: You or your designated representative must attend this meeting to answer any questions that the committee may have.